

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
February 12, 2014
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Amber Wakeman for Dr. Spencer Isom, El Mirage	Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa	Gregory Rose, City of Maricopa
# Matt Busby for George Hoffman, Apache Junction	Jim Bacon, Paradise Valley
Charlie McClendon, Avondale	Carl Swenson, Peoria
* Stephen Cleveland, Buckeye	Ed Zuercher, Phoenix
* Gary Neiss, Carefree	# Greg Stanley, Pinal County
Peter Jankowski, Cave Creek	John Kross, Queen Creek
Rich Dlugas, Chandler	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jess Knudson for Charles Montoya, Florence	* Fritz Behring, Scottsdale
* Phil Dorchester, Fort McDowell Yavapai Nation	Chris Hillman, Surprise
Ken Buchanan, Fountain Hills	Andrew Ching, Tempe
Rick Buss, Gila Bend	Reyes Medrano, Tolleson
* David White, Gila River Indian Community	Joshua Wright, Wickenburg
Patrick Banger, Gilbert	Jeanne Blackman, Youngtown
Jenna Goad for Brenda S. Fischer, Glendale	Brent Cain for John Halikowski, ADOT
Brian Dalke, Goodyear	John Hauskins for Tom Manos, Maricopa County
Rosemary Arellano, Guadalupe	Jyme Sue McLaren for Steve Banta, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

1. Call to Order

The meeting of the MAG Management Committee was called to order by Acting Chair Carl Swenson, Peoria, at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Greg Stanley and Matt Busby joined the meeting via teleconference.

Acting Chair Swenson introduced two new members, Gregory Rose, City Manager of the City of Maricopa, and Peter Jankowski, Town Manager of the Town of Cave Creek.

Acting Chair Swenson noted material at each place for the Legislative Update, agenda item #14: a copy of the letter sent by the Regional Council to Governor Brewer and State Legislators regarding Highway User Revenue Fund (HURF) sweeps, and an analysis of the impacts of additional revenue on the HURF.

Acting Chair Swenson announced that public comment cards were available to members of the public who wish to comment. Parking validation for those who parked in the MAG parking garage was available from staff and transit tickets were available from Valley Metro/RPTA for those who purchased transit tickets to come to the meeting.

3. Call to the Audience

Acting Chair Swenson stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Committee requests an exception to this limit.

Acting Chair Swenson recognized public comment from John Rusinek, who resides in Phoenix at 2930 E. Turney Avenue. He said he would be providing an update on his dust problem that has been ongoing for nine years. Mr. Rusinek stated that his Phoenix City Councilman is now Sal DiCiccio and was previously Greg Stanton. Mr. Rusinek stated that Councilman DiCiccio has not spoken to Mr. Rusinek since he has been on the Phoenix City Council. He reported that Councilman DiCiccio said that Mr. Rusinek has a vendetta against his neighbor. Mr. Rusinek stated that he has a nine-year log and a stack of photographs of dust violations that no one will look at. Mr. Rusinek said the neighbor threatened his wife and said the war has started. Mr. Rusinek reported that his dog was poisoned with rat poison on June 3, 2005, in his backyard. Mr. Rusinek commented that he has no enemies that he knows of and this dust issue is his only problem, so who is the one with the vendetta? He noted that Councilman DiCiccio has allotted one hour to meet with Mr. Rusinek, although he thinks it will take longer than this to review Mr. Rusinek's nine-year log and photographs. Mr. Rusinek stated that his neighbor was given a variance on the size of the rock he used for dust control, and he stated that this is contrary to what the Phoenix City ordinance says. He stated that he checked with Pioneer Rock Company, who told him that this size rock will never settle. This means he will continue to have dust. Acting Chair Swenson thanked Mr. Rusinek for his comments.

Acting Chair Swenson recognized public comment from Pat Vint, who requested that members speak into the microphones so he could hear their comments. He remarked that a lot of money has been spent on the sound system. Mr. Vint stated that the City of Phoenix is now broadcasting public comments made at City Council meetings on their public access channel, but the volume is so low he cannot hear it. Mr. Vint stated that he promised the two Phoenix police detectives

he would be good at the meeting. – to a point. Mr. Vint spoke of the former City of Coolidge Councilman and his wife who were found guilty of fraud in their real estate business. Mr. Vint remarked that once a crook, always a crook. He stated that he will be meeting with Phoenix Councilman DiCiccio on February 19, 2014. Mr. Vint stated that there are 20 ways to steal, like those not doing their job at the City of Phoenix. He stated that millions of dollars are wasted because they have unqualified inspectors. Mr. Vint said Phoenix never fixes anything. He once again requested that members use the microphones when they are speaking. Acting Chair Swenson thanked Mr. Vint for his comments.

Acting Chair Swenson recognized public comment from Dianne Barker, a resident of Phoenix. She brought a speaker request form from the Maricopa County Board of Supervisors that she submitted for the record. Ms. Barker stated that the Board can respond to criticism, ask staff to review an issue, or ask that an issue be placed on a future agenda. She recounted her multimodal trip to visit her 92-year-old mother in Simi Valley, California that included the bus and Metroliner. Ms. Barker stated that she is in favor of safe, efficient transportation, and she encouraged that there be more people to instruct others on how to use multimodal transportation. Acting Chair Swenson thanked Ms. Barker for her comments.

4. Resolution of Appreciation

Acting Chair Swenson noted that after almost 30 years of service to the MAG region, Charlie McClendon has accepted a new opportunity in California. He read a Resolution of Appreciation that was prepared in recognition of Mr. McClendon's numerous contributions to the MAG region. Mr. McClendon was applauded.

Mr. Darryl Crossman moved to adopt the Resolution of Appreciation for Charlie McClendon for his service to the MAG region. Mr. Reyes Medrano seconded, and the motion passed unanimously.

Acting Chair Swenson stated that Mr. McClendon had been a great colleague and mentor and would be greatly missed, not only in the region, but the state. He added that he hoped Mr. McClendon would stay in touch.

Mr. Dalke stated that the City of Avondale has been a good neighbor to the City of Goodyear for many years and a lot was due to Mr. McClendon's leadership. He stated that through ACMA and his leadership, Mr. McClendon had positively impacted many lives.

Mr. Medrano stated that he has had an incredible relationship with Mr. McClendon, who is a great ambassador. He expressed his best wishes on behalf of the City of Tolleson. Mr. Medrano stated that Mr. McClendon's influence is felt beyond city boundaries and added that Mr. McClendon would be missed.

Mr. McClendon stated that he has had a great time working for the City of Avondale and in the region. He noted that in his new position, he has the opportunity to be a part of two associations. Mr. McClendon added that he has only the fondest memories of working at the cities of Glendale and Avondale, and of MAG.

5. Executive Director's Report

Dennis Smith, MAG Executive Director, reported that the 2014 Desert Peaks Awards will be held June 25, 2014. He noted that the call for nominations has been sent to member agencies, and the deadline for submission is March 14, 2014. Mr. Smith encouraged submitting entries for the awards.

Mr. Smith reported that on January 23, 2014, at a Washington, D.C., event, Phoenix Mayor Greg Stanton was honored by the Latino Leaders Network with a significant award for his commitment to advancing diversity and issues important to the Latino community.

Mr. Smith reported that Mr. Chris Brady had been awarded the John J. DeBolske Professional Excellence Award by the Arizona City/County Management Association. He noted that the award recognizes individuals who demonstrate the highest level of professional excellence in local government.

Mr. Smith announced that the MAG region was a winner in the Generations United 2014 Best Intergenerational Community Award Competition. Mr. Smith noted that the award will be presented at an event in Washington, D. C., in March. Mr. Smith noted the contributions of MAG Human Services Manager, Amy St. Peter, who did an outstanding job on the application.

6. Approval of Consent Agenda

Acting Chair Swenson stated that agenda items #6A, #6B, #6C, #6D, #6E, #6F, #6G, #6H, and #6I were on the Consent Agenda.

Acting Chair Swenson recognized public comment from Mr. Vint, who said he felt privileged to speak to the small cities and towns around Phoenix. He stated that it was a mistake for him to settle in Phoenix when he arrived here in 1952 when he landed at Luke Air Force Base from Korea. Mr. Vint expressed that he should have settled instead in a small town, where people know you. He said that the City of Phoenix destroyed his property at 8340 N. 16th Street. Mr. Vint stated that Patrick Ravenstein threatened him with a \$2,500 per day fine and jail time. He said this never went to court, but he wished it had. Mr. Vint stated that the City of Phoenix departments cannot get along. He said that he believed Jerome Miller committed suicide because the City of Phoenix created a problem he could not handle. Mr. Vint stated that because of Frank Fairbanks the City of Phoenix departments do not know what the other ones are doing. He stated that the City of Phoenix said Mr. Vint built his shopping center in the street, but he said he built it against the property line. Mr. Vint remarked Paul Johnson has Tall Man Syndrome and thinks he is better than everyone else. Mr. Johnson said to Mr. Vint's wife that if staff says you are wrong then you are wrong and he thought his wife was going to kill Mr. Johnson. Mr. Vint encouraged everyone to watch the Phoenix City Council meetings and see how low the volume is. Acting Chair Swenson thanked Mr. Vint for his comments.

Acting Chair Swenson recognized public comment from Mr. Rusinek, who said that the City of Phoenix does not have a committee for older adults and people with disabilities to discuss their concerns with government. Mr. Rusinek stated that no one at the City of Phoenix will look at his

log book. He said that an unbiased committee is needed at all cities to deal with disagreements. Mr. Rusinek noted that there is an appeal process for violators, but not for people who report violations. He stated that people are scared away by government so they do not create waves, and there needs to be a place or organization that is unbiased where seniors and those with disabilities can discuss violations. Acting Chair Swenson thanked Mr. Rusinek for his comments.

Acting Chair Swenson recognized public comment from Ms. Barker, who noted her agreement with Mr. Rusinek's statements. She remarked that she has seen that citizens who challenge government being met with a formal activity with the AG's office or with a city protecting non-performance. Ms. Barker stated that Mr. Vint and Mr. Rusinek are at MAG to try and solve problems. She said that MAG was formed to have a reasonable way to pass through funds and plan for the Valley. Ms. Barker stated that Mr. Vint and Mr. Rusinek have not had justice with government and it is appropriate that they come to MAG because dust is a regional problem. Ms. Barker encouraged looking at transportation solutions other than at-grade, which kicks up pollution. She stated that the cities are making headway on fireplaces with enforcement; they are looking into when they go out to make a fine or ticket on a blighted area that they would also look locally what is going on with particulates, whether it is leafblowers, or other things - not all big construction companies; people are violating the law and need to be handled for the greater good. Ms. Barker acknowledged the passing of actress Shirley Temple. Acting Chair Swenson thanked Ms. Barker for her comments.

Acting Chair Swenson asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items. None were noted. He asked if there were any requests to remove an item from the Consent Agenda. None were noted. Acting Chair Swenson called for a motion.

Mr. McClendon moved to recommend approval of the Consent Agenda. Mr. Wright seconded, and the motion passed unanimously.

6A. Approval of the January 8, 2014, Meeting Minutes

The MAG Management Committee, by consent, approved the January 8, 2014, meeting minutes.

6B. MAG Federally Funded Locally Sponsored Project Development Status Report: January 2014, and Project Changes

The MAG Management Committee, by consent, recommended approval of federal fund projects to be deferred, deleted, and changed; and of the necessary amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, 2035 Regional Transportation Plan, and to the FY 2011-2015 MAG Transportation Improvement Program as appropriate. The MAG Federal Fund Programming Guidelines and Procedures, approved by the MAG Regional Council on October 26, 2011, outlines the requirements for local agencies to submit status information on the development of their federally funded projects. This Project Development Status Report focuses mainly on projects funded with Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Alternatives program funds that are programmed in the Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program (TIP) as of November 2013 to authorize in federal fiscal year (FFY) 2014 and FFY 2015. The

Project Development Status Workbook for each project that was sent to member agencies requires that a project development schedule be completed and allows project changes to be requested. This item was recommended by the Street Committee on January 14, 2014, and the Transportation Review Committee on January 30, 2014.

6C. FY 2014 Road Safety Assessments and Project Assessments at Intersections and Corridors

The MAG Management Committee, by consent, recommended approval of the list of eleven (11) Road Safety Assessments and three (3) Project Assessments utilizing MAG on-call consultants at an estimated total cost of \$440,000. Each year, more than 70,000 crashes occur on the local and arterial street system in the MAG region. About half of these crashes occur at intersections and they result in nearly 20,000 injuries and fatalities each year. The MAG Transportation Safety Committee has recommended the performance of Road Safety Assessments (RSAs) and Project Assessments (PAs) as a regional road safety initiative to help identify and address safety issues at locations with high crash risk. The Fiscal Year (FY) 2014 MAG Unified Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, includes \$300,000 for the RSA program. An additional \$146,322 is also available from funds approved for the RSA program in the FY 2013 MAG Unified Work Program and Annual Budget, approved by the MAG Regional Council in May 2012. Since 2011, 23 RSAs have been successfully completed through the MAG RSA program. On January 7, 2014, the MAG Transportation Safety Committee recommended approval of a list of 11 RSAs and three PAs to be performed in FY 2014. The MAG Transportation Review Committee recommended approval of the list on January 30, 2014. Qualified MAG on-call consultants would conduct the RSAs and PAs.

6D. Amendment to the FY 2014 MAG Unified Planning Work Program for Additional Printing of the MAG Regional Bikeways Map and Purchase of Camera for Digital Media for the On-Line Bikeways Map

The MAG Management Committee, by consent, recommended approval to amend the FY 2014 MAG Unified Planning Work Program to include printing costs for 50,000 MAG Regional Bikeways maps and the equipment purchase of a GoProHERO3+ camera for an amount not to exceed \$10,550. In May 2012, the Regional Council approved the Fiscal Year (FY) 2013 MAG Unified Planning Work Program and Annual Budget, which included printing 100,000 copies of the MAG Regional Bikeways Map. Due to the popularity of the bike map, MAG has approximately 6,250 maps left as of January 2014. It is anticipated that the next update to the printed map will not occur until 2016. In order to meet the demand for printed bike maps between now and 2016, MAG is requesting another print run of 50,000 maps at a cost not to exceed \$10,000. Additionally, MAG is requesting to purchase a GoProHERO3+ camera in an effort to enhance the MAG On-line Bikeways map. The camera will allow for photos, videos, audio recording and wayfinding instructions to be imbedded in the On-line Bikeways map. The cost for the camera equipment is approximately \$550. An amendment to the FY 2014 MAG Unified Planning Work Program was requested to include printing costs for 50,000 MAG Regional Bikeways maps and the equipment purchase of a GoProHERO3+ camera for an amount not to exceed \$10,550.

6E. Programming of PM-2.5 Paving Unpaved Road Projects for MAG Federal Congestion Mitigation and Air Quality Improvement Funding in the FY 2014-2018 MAG Transportation Improvement Program

The MAG Management Committee, by consent, recommended approval of the list of Fiscal Year (FY) 2014, 2015, 2016, and 2017 PM-2.5 Congestion Mitigation and Air Quality Improvement funded Paving Unpaved Road Projects to be added to the FY 2011-2015 MAG Transportation Improvement Program, the 2035 Regional Transportation Plan, and the FY 2014-2018 MAG Transportation Improvement Program as appropriate. The MAG Regional Transportation Plan (RTP) allocates MAG Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds to specific modes. For air quality projects, the RTP and Moving Ahead for Progress in the 21st Century identify CMAQ allocations. Funding levels are still estimated and are subject to change based on the Federal Surface Transportation Authorization, ADOT apportionments, and regional distributions. The estimated total amount of PM-2.5 CMAQ funding available for programming in Federal Fiscal Year (FFY) 2014 through FFY 2017 for PM-2.5 Pave Unpaved Road Projects is \$3.36 million. A Call for Projects was issued on October 23, 2013, with applications due on November 22, 2013. The PM-2.5 Paving Unpaved Road Projects were reviewed and recommended by the Street Committee on January 14, 2014. On January 23, 2014, the Air Quality Technical Advisory Committee recommended forwarding the list of projects to the Transportation Review Committee. On January 30, 2014, the Transportation Review Committee recommended approval of the list of projects.

6F. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the Regional Transportation Plan, and the FY 2011-2015 Transportation Improvement Program

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, the Regional Transportation Plan, and the FY 2011-2015 MAG Transportation Improvement Program as appropriate. On January 28, 2014, the MAG Regional Council approved the MAG Transportation Alternatives program ranked order of projects (for fiscal years 2015-2017), the Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program, and the Regional Transportation Plan. Since then, member agencies have requested general project changes. Additionally, the detailed listing of work phases for the Transportation Alternatives program, and the detailed work phase listings of the proposed PM-2.5 Paving Unpaved Road Projects are included in Table B.

6G. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2014 CMAQ Funding

The MAG Management Committee, by consent, recommended approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2014 CMAQ funding. The FY 2014 MAG Unified Planning Work Program and Annual Budget and the FY 2014-2018 MAG Transportation Improvement Program contain \$900,000 in FY 2014 Congestion Mitigation and Air Quality Improvement (CMAQ) funding to encourage the purchase and utilization of PM-10 Certified Street Sweepers. An additional \$330,599 in CMAQ is available from sweeper projects

that have been requested to be deleted and from savings on sweepers that have cost less than anticipated, for a total amount of \$1,230,599. On January 23, 2014, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2014 CMAQ funding. Prior to the AQTAC recommendation, the MAG Street Committee reviewed the proposed street sweeper applications on December 10, 2013, and on January 14, 2014, in accordance with the MAG Federal Fund Programming Guidelines and Procedures.

6H. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including the addition of several new Transportation Alternatives Program projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

6I. Social Services Block Grant Allocation Recommendations

The MAG Management Committee, by consent, recommended approval to forward the Social Services Block Grant (SSBG) allocation recommendations for FY 2015 to the Arizona Department of Economic Security. Through a partnership with the Arizona Department of Economic Security (DES), the MAG Human Services Coordinating Committee (HSCC) prioritizes services to receive funding with locally planned Social Services Block Grant (SSBG) dollars. Services funded by SSBG assist the most vulnerable people in the region, including four target groups of Older Adults; People with Disabilities; People with Developmental Disabilities; and Adults, Families, and Children. Each year, the MAG HSCC conducts a service ranking exercise to determine a prioritized listing of services to assist people in these four target groups. The service ranking exercise was conducted in November 2013 and the draft results were released for public comment in December 2013. The results reflect the prioritized listing of services as determined by the service ranking exercise and a 5.3 percent funding reduction required by DES. In addition to the reduction in funding, DES indicated funding for services within the Older Adults and the Adults, Families and Children target groups be held harmless. The funding reduction was applied to services within Persons with Disabilities and the Persons with Developmental Disabilities target groups. Services within these two target groups were ranked the lowest in the service ranking exercise. No services received an increase due to the 5.3 percent funding reduction indicated by DES. The MAG Human Services Technical Committee voted to recommend approval of the draft allocations on January 9, 2014. The MAG HSCC voted to recommend approval of the draft allocations on January 22, 2014.

7. Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events

Lindy Bauer, MAG staff, provided an update on the MAG 2012 Five Percent Plan for PM-10 and exceptional events. She said that the plan includes a wide variety of existing control measures and projects that have been implemented to reduce PM-10 and one new measure designed to reduce

PM-10 during high risk conditions, including high winds. Ms. Bauer stated there are measures on trackout, open burning, unpaved shoulders, unpaved roads, vacant lots, earthmoving, all terrain vehicles, weed abatement, leaf blowers, street sweepers, and mining operations.

Ms. Bauer reported that on January 14, 2014, the Environmental Protection Agency (EPA) signed a notice to propose full approval of the MAG 2012 Five Percent Plan for PM-10. She stated that this includes 2008 baseline emissions inventory and the 2007, 2009, 2010, 2011 and 2012 projected emission inventories, the modeled attainment demonstration, a five percent reduction in emissions demonstration, reasonable further progress, contingency measures, motor vehicle emissions budget, and very importantly, that a determination that the Maricopa County Nonattainment Area has met the PM-10 standard based upon three years of clean data for 2010-2012. Ms. Bauer add that the EPA intends to finalize its action on June 2, 2014. She added that this was published in the Federal Register on February 6, 2014.

Ms. Bauer discussed the aggressive prevention activities to achieve three years of clean monitoring data. These activities include the City of Phoenix Dust Reduction Task Force short and long term goals; the MAG-produced PM-10 prevention video for education and training; near real time monitor data provided by Maricopa County with funding provided by the MAG Regional Council; the establishment of the Maricopa County Rapid Response Program network to prevent PM-10 exceedances regionwide; coordination between Maricopa County and MAG member agencies to avoid duplication of enforcement and the investigation of sources; implementation by the MAG member agencies of customized Rapid Response Action Plans that are based on a MAG template and tool kit; conduct PM-10 Prevention Workshops with local governments, Maricopa County, and the Arizona Department of Environmental Quality; communication by the Arizona Department of Environmental Quality of the Maricopa County Dust Control Action Forecast five days in advance; and notification by business, industry, and agriculture associations to their members when high winds are forecasted.

Ms. Bauer expressed her appreciation to every member of the Management Committee and their staff for all their hard work on these prevention activities, which were absolutely critical to the success of the MAG Five Percent Plan for PM-10. She also thanked the Arizona Department of Environmental Quality (ADEQ), Maricopa County Air Quality Department, and the Arizona Department of Transportation for their partnership. She noted that the region has never before had a determination that the standard had been met.

Ms. Bauer presented the next steps for the Plan. She discussed that EPA needs to take final approval action on the Five Percent Plan by June 2, 2014, which is the date agreed upon with Arizona Center for Law in the Public Interest. Ms. Bauer mentioned that the aggressive prevention efforts must continue because clean data at the monitors and throughout the region must be maintained forever, or this region will be in nonattainment. Once EPA finalizes an approval action, MAG will begin work on a Redesignation Request and Maintenance Plan for PM-10.

Ms. Bauer indicated that EPA's Exceptional Events Rule and process still needs to be streamlined. She noted that EPA anticipates proposing rule revisions by April 2014 with final revisions in April

2015. Ms. Bauer noted that 18 packages of exceptional events were submitted to EPA, and she added that it cost to the region \$675,000 to prove to the EPA that these were exceptional events.

Ms. Bauer spoke about PM-2.5. She noted that the cities and towns assisted Maricopa County in getting the word out to residents on no burn days during the holiday season. Ms. Bauer reported that the highest PM-2.5 concentration ever taken – 170 micrograms per cubic meter – was recorded on January 1, 2014. Ms. Bauer noted that the region will need an annual average of 12 micrograms per cubic meter for the entire year. She indicated that the Maricopa County Air Quality Department reported that this reading occurred from bonfire smoke at a New Year's Eve party nearby the West Phoenix monitor at 39th Avenue and Earll. Ms. Bauer urged expanding the outreach for next year's holiday season and she added that the County will likely be re-examining its enforcement policy.

Acting Chair Swenson thanked Ms. Bauer for her report. He asked if fines were associated with violations on no-burn days. Ms. Bauer replied that according to Maricopa County, a letter is sent for the first violation, a \$50 fine for the second violation, a \$100 fine for the third violation, and \$250 for the fourth violation. She added that these fines are for violations that occur within a calendar year, and after one year, a person's record is wiped clean. Acting Chair Swenson thanked Ms. Bauer for recognizing the work of the cities and towns, and he noted that Ms. Bauer's expertise and hard work on air quality efforts also needed to be recognized.

Mr. Rodriguez asked if construction activity was included in the PM-10 analysis. Ms. Bauer replied that construction was a contributor to PM-10, and the construction industry has done a wonderful job in implementing Maricopa County's Rule 310 to control dust. She remarked that something could be a very small source, but if it is next to a monitor, it can cause the entire region to be in nonattainment.

Mr. Rodriguez noted that with the slowdown in the economy, construction also slowed down, but now that the economy has picked up, construction is also picking up. He asked if air quality problems are anticipated due to increased construction activity. Ms. Bauer replied that the construction industry has done an excellent job educating its members on dust control and has improved compliance. She said that Maricopa County did a rule effectiveness study, and it showed very good compliance with construction dust control rules. Ms. Bauer indicated they hope the education process will continue as the economy improves.

8. Designing Transit Accessible Communities Study

Alice Chen, MAG staff, provided a report on the Designing Transit Accessible Communities Study that was recommended for acceptance by the MAG Transit Committee and MAG Transportation Review Committee. Ms. Chen reported that lack of affordable transportation options can reduce the mobility of Baby Boomers and seniors. She noted that the population of seniors in Arizona is projected to more than double by 2030.

Ms. Chen stated that the Millennial age group is choosing to replace driving with alternative transportation, which represents a shift in transportation options. She said the Millennials tend to

choose communities that are walkable and they highly value being nearby public transportation routes.

Ms. Chen stated that transit accessibility for the user means the additional part of the journey once they have gotten off transit, such as the walk needed to get to their destination and shade and security during wait times.

Ms. Chen stated that the study included a survey of more than 200 bus users at five locations. She noted that the top consideration was shade and 68 percent of respondents said they would ride transit more often if additional shade was provided. Ms. Chen stated that they looked at the built situation of different communities to see how additional shade could be provided by having shade from buildings to sidewalks and shelters. She added that shelters can produce a lot of heat if put in the direct sun, and they can be coordinated with landscaping to reduce heat. Ms. Chen displayed a type of shelter that provides shade throughout the day.

Ms. Chen stated that providing information was second in importance to the survey respondents. She said that users want to know destination and feature information on bus stop signs, not just route numbers.

Ms. Chen stated that bicycle access is important because it provides a way to complete a trip to a destination. She said that survey respondents indicated that they would use transit more if there were more bicycle lanes and bicycle parking. Ms. Chen referenced a recent article by the Arizona Passenger Transport Association that improving bicycle facilities would increase transit usage.

Ms. Chen stated that the concept of adjacent land use relates to all forms of transit. She said that locating buildings closer to streets helps address issues, such as lighting, safety, shade, and pedestrian access. She noted that this is something that cannot be retrofitted, and it is recommended to have this as policy.

Ms. Chen stated that the study also included a check list to help staff address elements to consider when planning public transportation.

Acting Chair Swenson thanked Ms. Chen for her report and remarked on the beneficial concepts presented in the study. No questions from the Committee were noted.

Mr. Kross moved to recommend acceptance of the Designing Transit Accessible Communities Study. Mr. McClendon seconded, and the motion passed unanimously.

9. MAG Fiscal Balance Report

Scott Wilken, MAG staff, reported that MAG recently updated the MAG Fiscal Balance Report that was originally created in 2001. He said that MAG was approached by the Town of Queen Creek to update the report. Mr. Wilken stated that Applied Economics, the firm that developed the original report, was hired for the update. He added that this report would be looked at by the Valley Benchmarking Study at Arizona State University the next day.

Sarah Murley, Applied Economics, continued the report. She said that a regional fiscal model for member agencies in Maricopa and Pinal counties was prepared to analyze impacts of different land use scenarios. She noted that the types of services provided and different types of revenue for each community can vary widely. Ms. Murley stated that budget data and tax rates and socioeconomic and land use data from each community in Maricopa and Pinal counties were collected that were used to create a set of operating and maintenance revenues and expenditures. She said that cities were grouped by size and level of service provided as part of the analysis. Ms. Murley stated that the land use data were interfaced with the budget data to estimate the fiscal impacts of different types of land use.

Ms. Murley stated that this study can be used in looking at individual developments or general plans. She noted that this study can be used in projections, because it includes 25 years of data and can help determine if a general plan is fiscally sustainable and the impacts of land use choices. Ms. Murley stated that cities can benefit in different ways by different types of developments.

Ms. Murley stated that the study looked at one acre non-residential parcels with various land uses (office, industrial, retail). She said that they then they looked at five different uses for residential densities. Ms. Murley stated that she would be presenting the results by communities grouped by size, but the results are available for individual communities. She said that without understanding the impacts of individual uses, it is difficult to understand why or why not a general plan is sustainable.

Mr. Murley addressed the ratio of revenues to expenditures. For industrial impacts, cities with no property tax do not benefit as much from industrial development. Ms. Murley stated that industrial development tends to have more capital investment. She stated that sales tax is generated from leased industrial space, but not as much as from office space. Ms. Murley stated that counties are more dependent on property tax. She clarified that this analysis is looking at operations and maintenance impacts and not infrastructure impacts.

Mr. Murley addressed the ratio of revenues to expenditures for office impacts. She said that office development is the highest density among non-residential uses, and there is more value per acre and more employment. Ms. Murley stated that real property values are about 2.5 times the level for industrial or retail development. She said that the assumption is 85 percent leased and generates property tax and sales tax on leases. Ms. Murley stated that office is a net positive for most cities.

Mr. Murley addressed the ratio of revenues to expenditures for retail impacts. She explained that due to the structure of sales taxes in Arizona, retail development generates substantial net positive impact in all cities. Ms. Murley indicated that she thought the need to generate revenue could drive land use decisions.

Ms. Murley addressed key factors in fiscal results that apply to land use fiscal impacts for individual communities: 1) Type and mix of land uses; 2) Local revenue structure (range of services provided, such as public safety); 3) Characteristics of development (density of square footage and population/employment), value of land and improvements, taxable sales or leases; level of service and range of services provided, level of government (city vs. county), and

development timing. Ms. Murley stated that the rate of sales tax varies from city to city, and some cities have property tax and others do not.

Ms. Murley then addressed the ratio of revenues to expenditures for the five different types of residential development. She said that residential generally does not generate enough revenues to offset the cost of services, nor does increasing the number of housing units per acre. Ms. Murley noted that one exception was cities that had a high property tax and did not provide services.

Ms. Murley addressed issues for further study. While the model measures the impacts of different land uses, it does not account for the market feasibility of future land use plans. The fiscal model is based on average expenditure levels for city size groups but in reality there are differences between cities of similar sizes and development stages that are not captured in a regional model. Cities in a metro area do not function in isolation from a development perspective. While retail development alone does not create a healthy economy, it is fiscally sustainable as long as there are residents and job opportunities nearby to support it.

Acting Chair Swenson called on Mr. John Kross, who had a leadership role in moving this study forward.

Mr. Kross expressed his appreciation to MAG staff, Ms. Murley, and Applied Economics for the report, which is very helpful to his community. He said that these types of studies are highly complicated, and there were challenges with some of the assumptions in the MAG study. Mr. Kross stated that despite the commonality between revenue streams and expenses, it is on the expense side in terms of how cities define programs that makes it difficult. Mr. Kross stated that this is a public policy tool that is helpful, especially for growing communities, to understanding the long term policy implications of requests to amend general plans. He said that his town receives four to six requests annually to change land use from non-residential to residential and there is the pressure to make the right decision. Mr. Kross stated that his town had a different revenue structure when the study was done in 2001 and they have improved on closing the gap. He said that this study provides a very helpful tool for them to see opportunities during the processes for amendments or updates to the general plan.

10. Economic Development Data and Analysis Meetings

Anubhav Bagley, MAG staff, reported on the economic development data and analysis tools roadshows MAG staff has been showcasing with member agency economic development department staff. He said that the meetings began in November 2013, and so far, MAG staff has met with 14 jurisdictions and WESTMARC. Mr. Bagley stated that two additional meetings are scheduled for February, and he encouraged agencies to contact him if they would like to meet.

Mr. Bagley stated that MAG has extensive macro data and will be producing reports at quarterly and annual intervals. He said that MAG maintains and makes available to member agencies an employer database that lists employers with five or more employees. Mr. Bagley stated that the 2012 database included approximately 45,000 records.

Mr. Bagley stated that an analysis of employment into clusters and sub-clusters showed that retail is the largest cluster, accounting for approximately 170,000 jobs. Health care is second with approximately 142,000 jobs. Mr. Bagley stated that these clusters can be tracked over time and the results provided to members.

Mr. Bagley stated that MAG has data gathered from the Maricopa County Trip Reduction Program. He explained that surveys are conducted of employers with 50 or more employees, and provide the employers' locations, residence of their employees, and occupations. Mr. Bagley noted that this database consists of approximately 500,000 records, about one-third of the jobs in Maricopa County. He added that it is larger than the American Community Survey.

Mr. Bagley then described some of the uses of MAG's data analysis. He showed the commuting patterns of where people working in Avondale reside. He noted that the sample size is approximately 4,000 employees. Mr. Bagley showed the commuting patterns of where people working in Gilbert reside and noted that they reside mostly east of SR-51.

Mr. Bagley said that the question frequently is asked where people residing in a city are working. He stated that Surprise residents are working mostly in the City of Surprise, at the I-17 and Loop 101 financial district, and in Central Phoenix. Mr. Bagley noted that 18.5 percent of Surprise workers are in the business, financial, and professional fields and Surprise is exporting workers in these fields.

Mr. Bagley stated that El Mirage is a similar pattern as Surprise: in the City of El Mirage, at the I-17 and Loop 101 financial district, and in Central Phoenix. He said that 46 percent of El Mirage workers commute to work outside the City, but not a lot of them are commuting to the east parts of the Valley.

Mr. Bagley stated that the same type of analysis could be conducted for job centers, such as the North Goodyear job center, which represents a significant number of health care jobs. Mr. Bagley stated that they conducted an analysis of the commute sheds, age groups, etc.

Mr. Bagley stated that MAG can conduct an analysis of occupations and show occupational profiles. He displayed a comparison of Glendale to Maricopa County. He noted that the community support/teaching category is nearly twice the amount in Glendale as Maricopa County.

Mr. Bagley addressed people living and working in Tempe. He noted that Tempe is a large job generator, with 68 percent of Tempe workers living in other cities, but only 20 percent of Tempe residents working outside of Tempe.

Mr. Bagley stated that another useful analysis shows the occupations being imported and exported. The graph he displayed showed that 73 percent of business, financial and professional workers who reside in the City of Buckeye travel outside the city to work. Mr. Bagley stated that this data might be used from an economic development perspective to see if any businesses might be attracted.

Mr. Bagley stated that much of the work at MAG includes its substantial travel data. He referred to the commute shed for US-60 and Loop 101. He said that there are approximately 420,000 people and 260,000 jobs within a 15 minute travel time of this area. Mr. Bagley stated that household income, population by age, and educational attainment can all be applied, which is interesting information from an economic development perspective.

Mr. Bagley stated that MAG also maintains the Greater Phoenix Rising website, which includes all of the MAG regional data. He said MAG also maintains an online mapping and analysis tool, and he would report on it at a future meeting because it is quite detailed.

Mr. Bagley stated that three primary themes emerged from the roadshows. 1) Explore collaboration with colleges and other institutions to obtain workforce and skills data. 2) Build new online tools for commuting patterns and occupational analytics, live/work charts, and travel-shed and demographic data. 3) Schedule periodic discussion/data sharing meetings of economic development and planning staff.

Acting Chair Swenson thanked Mr. Bagley for his presentation. He stated that MAG's information is very useful to member agencies in their decision making. Acting Chair Swenson asked members if they had questions.

Mr. Bacon expressed appreciation to Mr. Smith and Mr. Bagley for showcasing this work, which has been an integral part of the work of the Population Technical Advisory Committee. He asked the level of attendees at the roadshows. Mr. Bagley replied that those attending the roadshows were principally economic development staff, but some elected officials and city managers also attended.

Mr. Banger recognized the leadership of Mr. Smith for putting the necessary resources into this effort and to Mr. Bagley and Mr. Wilken. He also expressed appreciation to Mr. McClendon for chairing the Population Technical Advisory Committee. Mr. Banger encouraged members to learn more about the tools that MAG is developing and ways to harness the information to improve decision making.

Mr. Smith referenced the mapping tool mentioned in the presentation. He said that MAG staff has given presentations to a number of community groups and they are very enthusiastic about being able to access the information. Mr. Smith explained that there is no need to contact MAG for information – users can access it through the internet and run their own reports. He added that a demonstration and report could be provided at a future Management Committee meeting.

11. Discussion of the Development of the FY 2015 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG staff, reported that the development of the MAG Unified Planning Work Program and Annual Budget begins in January each year. She noted that the Work Program is presented thereafter at each meeting of the Management Committee, Executive Committee, and Regional Council until May, when approval is requested.

Ms. Kimbrough stated that this month, new projects were included in the agenda packet. She noted that Attachment A was the Draft Dues and Assessments. Ms. Kimbrough stated that the CPI-U average of 8.59 percent was applied to the draft FY 2015 MAG Dues and Assessments. She reported that the Executive Committee requested research into the dues of other agencies. Ms. Kimbrough stated that the Pima Association of Governments' dues are approximately \$700,000, with Pima County and Tucson paying approximately \$228,000 each. The Arizona Municipal Water Users Association dues are based on its operating budget of one million dollars per year, which is divided among its members. Ms. Kimbrough stated that Valley Metro Rail has an annual minimum dues of \$50,000 per member. She added that MAG's minimum dues is \$350 per year, and the MAG dues and assessments are based proportionally on population.

Ms. Kimbrough indicated that the agenda packet also included Attachment B, the timeline for budget development, Attachment C, the Budget Workshop invitation scheduled for February 20, 2014, and Attachment D, the proposed new projects for FY 2015. She noted that there are not a lot of new projects being proposed for FY 2015, but are mostly ongoing projects. Ms. Kimbrough stated that the project budget is approximately \$5 million less than last year's budget, due to the data collection project in FY 2014. She added that MAG has a lot of ongoing work that is flowing to FY 2015.

Acting Chair Swenson asked Ms. Kimbrough about future presentations on the budget. Ms. Kimbrough replied that the approximately 60 percent complete budget will be presented to the Management Committee in March. She noted that the annual federal Intermodal Planning Group review of the Work Program is being scheduled, probably for the end of March or beginning of April. Ms. Kimbrough stated that she would bring back to the Management Committee any recommendations made at the meeting. She said that any changes to the budget would be presented in April, and a recommendation for approval will be requested in May.

Mr. Smith added that Pima County and the City of Tucson pay huge amounts in dues to the Pima Association of Governments. He said that MAG can charge less, even though it has a much larger budget and much larger operation than the Pima Association of Governments because MAG turns to member agency intergovernmental staff to get in-kind contributions to match federal funds. Mr. Smith stated that the great efforts by member agency staff keeps down the costs for MAG member agencies.

12. MAG Regional Transportation Survey Results

Eileen Yazzie, MAG staff, noted that a copy of the PowerPoint presentation was included in the agenda packet. She noted that at the August 14, 2013, Transportation Policy Committee meeting, an update on transportation revenues was provided. It was noted at the meeting that the current sales tax projections reflected a 40 percent decrease compared to the 2003 projections. Ms. Yazzie stated that the TPC discussed next steps, including conducting a public opinion survey to gauge public views and sentiment regarding needs and revenue sources. Ms. Yazzie stated that a telephone survey was conducted from December 4-31, 2013. Ms. Yazzie stated that the Regional Transportation Survey focused on high efficacy voters who voted in the last three to five elections, to discover their receptiveness on taxes or fees for transportation. She noted that the high efficacy voters were not reflective of general voting registration or population.

Ms. Yazzie stated that the majority of respondents commuted to work by driving alone. Ms. Yazzie stated that the survey asked satisfaction questions. She said that respondents indicated satisfaction with freeways/highways and streets and roads, but indicated a lot of “do not know” with light rail and buses, probably because they do not have or use these modes of travel.

Ms. Yazzie stated that the survey asked the one most important transportation-related issue or problem in the greater Phoenix area today. The top responses included traffic congestion on freeways, lack of bus service/public transit, lack of light rail/access to light rail, traffic congestion on major streets, road maintenance and repair, and not enough freeways/highways.

Ms. Yazzie stated that respondents were asked to name the number one most important thing they think could be done to improve the transportation system in their local area. She noted that the most common responses related to public transportation, followed by traffic control, freeways, and streets and roads. Improvements rolled up into public transportation included light rail and expanded bus coverage. Improvements rolled up into traffic control issues included better traffic control, synchronized lights, and better law enforcement.

Ms. Yazzie stated that respondents were asked the number one priority and number two priority for the greater Phoenix area transportation system. She said that the components chosen most often by voters include completion of the regional freeway system and expanding the existing light rail system.

Ms. Yazzie stated that greater than 60 percent of respondents, when asked whether there is enough funding available to cover needed transportation improvements in the greater Phoenix area for the next 20 years, indicated there is “probably not enough” or “definitely not enough” funding.

Ms. Yazzie stated that the interviewers read a preamble to the respondents and then asked them questions: “Our transportation system primarily relies on gas taxes and dedicated sales taxes for funding. The Arizona gas tax has been 18 cents a gallon since 1991, which means that the purchasing power of the gas tax is almost 60 percent less due to inflation and increased fuel economy. The 20-year transportation sales tax for Maricopa County, which ends in 2025, is expected to generate 40 percent less than projected due to the recession. Because of lower revenue, maintenance and expansion of major parts of the regional transportation system have been delayed indefinitely.”

Ms. Yazzie said that respondents were asked, based on the previous statement, to rate their level of support for each proposed funding option to improve the transportation system in the greater Phoenix area. She listed the options from highest level of support to lowest: Extending the current County half cent sales tax for transportation beyond its expiration; Increasing developers’ fees; Increasing the gas tax; Taxing service-based businesses; Increasing vehicle registration/licensing fees; Increasing the sales tax; and Increasing the property tax. Ms. Yazzie stated that support drops when it seems the tax or fee will increase their own costs. She pointed out that those mid-range areas receiving a three rating are areas of opportunity where voters can be persuaded because the mid-range indicates respondents do not feel strongly one way or another.

Ms. Yazzie stated that respondents were asked their level of support for additional taxes or fees for different transportation improvements. She said that repairing/maintaining existing roads, repairing/maintaining existing freeways, utilizing technology to make freeways more efficient/reliable, expanding light rail, and building new freeways/lanes received the most support. Ms. Yazzie noted that by their replies, respondents showed that even though they supported expanding light rail, they realized maintaining the freeway and street systems was important.

Ms. Yazzie then summarized conclusions from the survey. Voters do not appear to support any new taxes/fees. Voters are not overwhelmingly ready to support the extension of the existing half cent sales tax. There is little interest/support for increasing the gas tax. Many “undecided” or “middle of the road” responses leaves room for education. The majority of the voters understand the link between transportation and the economy, which can be the foundation to build the case for the need for additional funds. Ms. Yazzie reported that a 60 percent approval rating is recommended for a successful election, but this survey did not reflect that high of a number.

Ms. Yazzie stated that the Transportation Review Committee, Transportation Policy Committee, and Regional Council have been briefed on the survey.

Acting Chair Swenson thanked Ms. Yazzie for her report. No questions from the Committee were noted.

13. Alternative Transportation Solutions for Older Adults

Amy St. Peter, MAG staff, reported that the lack of transportation can negatively impact the lives of people, particularly older adults. With resources being scarce, MAG is working with nonprofit agencies and communities to pursue other alternatives. Ms. St. Peter stated that the Regional Age-Friendly Network is assisting in providing transportation solutions. She said that every community is different, so each strategy is different.

Ms. St. Peter expressed appreciation to the City of Phoenix for its Central Village program, the City of Tempe for its Neighbors Helping Neighbors program, the City of Scottsdale for its new program just getting underway, and Sun Health and Benevilla for supporting the Northwest Valley program. Ms. St. Peter stated that the programs are data driven and workers go out into communities to determine their wants and then conduct analyses to determine what will be successful. Ms. St. Peter stated that all communities can be involved in this work.

Jennifer Drago, Vice President of Community Development for Sun Health, continued the presentation on the program in the Northwest Valley. She said that Benevilla has a 30-year legacy as a non-profit organization and Sun Health a 40-year legacy as a non-profit organization in the Valley and have worked to meet the communities’ needs, especially in health and human services. Ms. Drago stated that their work is affected daily by the lack of transportation options for older adults in the northwest area and they were very pleased to join the efforts of the Regional Age-Friendly Network.

Ms. Drago mentioned the formation of the Northwest Transportation Stakeholders Group led to the transit system study supported by MAG and ADOT and will lead to improving transportation

options in the area. Ms. Drago stated that they did research on the needs for aging in place, and found that transportation is one of those needs. Ms. Drago stated that from a survey of 20,000 households in the Northwest Valley with a household member 65 years and up, 75 to 78 percent of older adults want to age in place and live independently in their own homes. However, they might not have a vehicle to transport them to shopping or appointments. Ms. Drago displayed a map that showed the location of shopping areas, transit routes, and homes without a vehicle. She noted that there is a need for more public transit.

Michelle Dionisio, Executive Director of Benevilla, continued the presentation. She said that Benevilla started 32 years ago as a grass roots effort to help people age in place. Ms. Dionisio stated that they have a large contingency of volunteers – Benevilla has close to 1,000 volunteers who take people shopping, to doctors' appointments, etc.

Ms. Dionisio stated that creating a hub to enhance transportation, information and referral services, and socialization opportunities would help people age in place. She said that they are forming a new group of volunteer and paid drivers to supplement existing transportation options, such as the Northwest Valley Dial-A-Ride. Ms. Dionisio stated that the new group will accommodate weekend travel and travel across city borders. She said that scholarships will be available for those with low incomes. Ms. Dionisio stated that Benevilla is working toward becoming the mobility manager in the Northwest area, a need that was identified by MAG.

Acting Chair Swenson complimented the wonderful partnership of MAG, Sun Health, and Benevilla.

Mr. Smith stated that this project is on the cutting edge. He explained that it was modeled after the ITN program in Portland, Maine. Mr. Smith stated that the MAG region has large pockets of seniors without access to much transit. With this model, they could get vouchers or transportation subsidies from businesses, such as Bashas' or Safeway. Mr. Smith stated that a business plan on this model is available and would be sent out to members.

14. Legislative Update

No report due to the length of the meeting.

15. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

16. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No announcements were noted.

Adjournment

There being no further business, the meeting was adjourned at 1:40 p.m.

Chair

Secretary